

THE CHINA MAIL.

No. 8298.—August 13, 1889.

Notices to Consignees.

FROM SOURABAYA, SAMARANG, BATAVIA AND SINGAPORE.

THE Steamship *Goaipura*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED, at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 14th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 2nd instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., Agents.

Hongkong, August 7, 1889. 1515

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship *Japan* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY'S Godowns at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 15th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are hereby informed that all Claims must be made immediately, as none will be entertained after the 15th instant.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & CO., Agents.

Hongkong, August 9, 1889. 1558

To-day's Advertisements.

ZETLAND LODGE.

No. 525.

AN Emergency MEETING of the above LODGE will be held in the FIREMEN'S HALL, Zetland Street, on THURSDAY, the 15th instant, at 5 p.m. precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, August 13, 1889. 1577

WAR DEPARTMENT CONTRACT.

NOTICE TO BUILDERS AND CONTRACTORS.

TENDERS are required for RENEWING AT FLOORS to VERANDHAS, &c., at VICTORIA BARRACKS.

The Contract is to be based on the War Department Schedule of Prices in use in the Hongkong District.

The printed Schedules, with Terms of Contract and Form of Tender and any further information necessary, can be obtained on application to the Surveyor, Royal Engineer Office, Queen's Road, between the hours of 10 a.m. and 3 p.m. daily.

A sum of Five dollars will be charged for each Copy of the Schedule, which amount will be repaid to Contractors on returning the Schedule clean and uninjured to the Royal Engineer Office within one month of date of issue.

Tenders to be addressed to the D.A.A. GENERAL (B), Head Quarter Office, Queen's Road, before 12 o'clock, noon, on MONDAY, the 19th day of August, and marked on the outside of the envelope "Tender for Renewing Floors, Victoria Barracks."

The Secretary of State for War does not bind himself to accept the lowest or any Tender.

Head Quarter Office, Queen's Road, 13th August, 1889. 1576

TO LET.

A small GODOWN and OFFICE in No. 55, WELLINGTON STREET.

Apply to

W. P. MOORE.

Hongkong, August 13, 1889. 1580

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, via OVERLAND RAILWAYS, and touching AT YOKOHAMA, and SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on THURSDAY, the 19th September, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by the trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco, \$225.00

To San Francisco and return, \$393.75

available for 6 months.

To Liverpool, \$325.00

To London, \$330.00

To other European points at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and to Europe.

Freight will be received on board until 4 p.m. on the day previous to sailing. Parcels will be received at the office until 6 p.m., same day; all Parcel Packages should be marked with address in full; value of same is required.

General Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 55, Queen's Road Central.

G. D. HARMAN,

Agent.

Hongkong, August 13, 1889. 1579

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI (DIRECT).

Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENSIN, HANKOW and Ports on the YANGTZE.

The Co.'s Steamship

Bellerophon, will

be despatched as above

TO-MORROW, the 14th instant, at Noon.

For Freight or Passage, apply to

BUTTERFIELD & SWINE,

Agents.

Hongkong, August 13, 1889. 1547

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.

Taking Cargo & Passengers at through rates for CHEFOO, TIENSIN, NEW-CHWANG, HANKOW and Ports on the YANGTZE.

The Co.'s Steamship

Tai-sing, will

be despatched as above

TO-MORROW (WEDNESDAY), the 14th instant, at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, August 13, 1889. 1581

FOR SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.

The Steamship

Gaia, will

be despatched as above on

or about the 17th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, August 13, 1889. 1575

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ARABIANE, German ship, Captain B. Bowell—Order.

IRON, French barque, Captain R. Melchers & Co.

MABEL TAYLOR, British ship, Capt. E. Durker—Melchers & Co.

OMEGA, British barque, Captain A. O. Brown—Gouesvilles & Co.

POLLUX, German steamer, Capt. Helmers & Co.

RICHARD PARSONS, Amer. barque, Capt. W. F. Thorndike—Wieder & Co.

SATURN, British barque, Captain A. G. Swett—Edward Schellens & Co.

VELOCITY, British barque, Captain R. Martin—Pustau & Co.

PHOTOGRAPHIC SUPPLIES.

—

LEUMENIZED PAPER, all Tints.

BONE FORCEPS for LIFTING PLATES.

CAMEL HAIR BRUSHES, Flat.

DEVELPING CUPS, TRAYS and DISHES.

EBONITE FUNNELS, TRAYS, ETC.

FILTERING PAPER, all Sizes.

GLASS CUTTING and SHAPING PLATES.

—

EASTMAN'S BROMIDE PAPER.

WRATTEN & WAINWRIGHT'S DRY PLATES.

SOLD BY

DAKIN BROTHERS OF CHINA,

LIMITED,

DISPENSING AND PHOTOGRAPHIC CHEMISTS,

HONG KONG.

Telephone No. 60.

Hongkong, August 9, 1889. 1560

SHIPPING.

ARRIVALS.

August 12, 1889—

Asiago, Japanese str., 1,568, N. Trenul,

Nagasaki August 8, Coal—Mitsu Bishi

Mitsu Maru, Japanese steamer, 2,280, J.

Sommer, Kuchinotzu August 8, Coal—

Mitsu Bishi.

Thales, British steamer, 820, Hunter,

Tai-fu-foo August 8, Amoy 9, and Swatow

August 7, Matsu and General—O. & S. S. Co.

August 13—

Asiago, Japanese str., 1,568, N. Trenul,

Nagasaki August 8, Coal—Mitsu Bishi

Mitsu Maru, Japanese steamer, 2,280, J.

Sommer, Kuchinotzu August 8, Coal—

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August 7, Matsu and General—O. & S. S. Co.

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Nagasaki August 8, Coal—Mitsu Bishi

Mitsu Maru, Japanese steamer, 2,280, J.

Sommer, Kuchinotzu August 8, Coal—

their homes, three row-boats came swiftly to meet her. At this signal the three confederates on board leaped on deck, felled the foreigner, who was at the wheel, turned the wheel with a heavy cut, turned the wheel and ran the steamer aground, when the pirates from the three boats boarded her, and robbed the students of all their boxes, pillows, "tobacco" and loose clothes, after which all made off again. There was a battery on shore near, and a revenue boat, and some tens of the people on shore who saw what was happening, sang out to the revenue boat to go to the rescue of the steamer; she however contented herself with firing some ineffectual gunnery from the piratical boats, and did not give chase. Afterwards the shore folk urged the people in the steamer to pursue the pirates and try to run them down, but the foreigner being badly hurt, there being no one else on board, he steered well enough, this was attempted. The steamer was taken to St. John, where the officials were informed, and measures taken to capture the assailants. The foreigner had gone to Hongkong for medical treatment. Steamers are not likely to be the success, in the way of security from pirates, that was expected, unless either all the passengers are taken stock of before starting, and unknown or suspicious characters sent ashore, or other measures adopted. —Hu Pao.

PEKING.

Peking, 3rd August, 1889.

The news about the bursting of the southern bank of the Yellow River at Ching-kui, has reached you before we heard of it at Peking. His Excellency Chang Yao, although nearer to the place than Sheng Tsai of Chefoo, wired here on the 31st ult., and declared the breach to be 300 ching in width.

The Peiho also burst its west bank four days ago. It is in the same place where the breach took place last year, about sixty li from here. All cars traffic is stopped and the country is flooded for miles around. It will cost about £10,000 to repair the banks. For Tongchow to Tientsin. It is Li Hung-chang's fault, for he refused to make proper repairs. I am afraid these breaches will cause a delay in

Her Majesty's chief engineer—Tzeng—is sick, and Dr. Dodgeon has been into the Palace attending him. He is about 70 years of age. He is now better than he was. Since his sickness a number of the eunuchs, both young and old, have visited Dr. Dodgeon's dispensary for medical treatment. Dr. Dodgeon may be said to be the first foreign doctor who has been inside the Palace. I hear from good authority that Her Majesty is very pleased with what the doctor has done, and it will be well if our Majesties appoint him as medical attendant to the Palace, as Dr. Mackenzie was to Li Hung-chang's Yamen.

Chang Chih-tung's reply to H.I.H. Prince Chun has not arrived yet. He is not so prompt this time, having been asked to act and not to criticize. —Shanghai Mercury.

NEWS BY THE AMERICAN MAIL.

COUNCILS OF SOCIALISTS.

Paris, July 15.—The International Socialist congress opened in Paris to-day. There are present 188 French and 189 foreign delegates. Of the latter 82 are Germans and include 11 members of the German Reichstag. Liebknecht, who is one of the leading representatives, addressed the congress. He declared that working Germany was working France were united in this congress. It was not a theoretical union. On the contrary, it would result in an alliance which would exercise an influence throughout the world.

AT DELAGOA BAY.

Lisbon, July 9.—The Portuguese directors of the company whose concessions to build the Delagoa-bay railway were cancelled by Portugal, have formally protested to the Government against the cancellation of the concessions. A general meeting of the parties interested will be held shortly, at which the English shareholders will be present.

ANOTHER AMERICAN VICTORY.

Edinburgh, July 9.—The cricket game between the Philadelphia team and the gentlemen of Scotland was concluded to-day and resulted in a victory for the Americans.

GOOD YEAR FOR WHALES.

London, July 9.—The whaling vessels that have arrived report the sealing and whaling in Greenland waters to be meeting with phenomenal success.

TREACHERY WARNING.

Venice, July 9.—Dr. Randolph Falk, the well-known meteorologist, predicts serious atmospheric and possibly terrestrial disturbances for the 15th inst., which may be expected to take the form of storms, earthquakes or mine explosions. The disturbances are connected with the eclipse of the moon which takes place on the day in question.

YOUNG FRENCH EXPLORER SURPRISES PARIS.

Paris, July 9.—Crampe, one of De Brazza's assistants in the French Congo territory, has just surprised all his friends by bringing to this country a young black woman, who was presented to him as a wife during his recent explorations east of the Ogooue river.

She is a young savage of rather pleasing features and graceful form and carriage, who still feels decidedly queer in dresses and regards with open-mouthed astonishment everything she sees. She is the daughter of one of the chiefs who took a fancy to the explorer, and gave him his daughter for a wife.

A DISASTROUS COLLISION.

Paris, July 10.—A collision occurred at Granville to-day between a passenger train and a freight train on the Paris, Lyons and Mediterranean line. Twenty persons were killed or injured.

A SOCIAL SCANDAL.

London, July 15.—The Pall Mall Gazette says that Viscount Duncle, aged 20, heir of the Earl of Clancarty, has been married to Bello Bilton, a beautiful Music Hall artist.

MORE IN ROMA.

London, July 15.—Owing to recent storms the fruit and wine crops in Northern Bohemia will be a failure.

ENGLAND'S RELATIONS WITH ITALY.

London, July 15.—In the Commons to-day Labouchere asked what truth there was in a statement semi-officially published in *L'Opinion*, of Rome, that there was a definite entente that the English and Italian navies would act together in the event of a war with France, and also that a year ago, when the French attack on Spain was feared, the British Mediterranean squadron was held in readiness to assist Italy.

Ferguson, Secretary of the Foreign Office, in reply, stated that the action of the Government in case of war with France and Italy would be guided by circumstances. England was under no engagement respecting her ally. Further questions by Labouchere Sir James declined to answer.

A CRIMINAL SUIT ON TRIAL.

London, July 16.—The trial of the action of Wm. O'Brien against Lewisham for slander began to-day. O'Brien testified that he never invited to murder or robbery

either upon the platform or in his paper, *United Ireland*. He never advocated crime. Counsel for Lord Salisbury subjected O'Brien to a searching cross-examination, and succeeded in showing that the witness' editorials and speeches justified the language used by Salisbury.

RAIDS AT SANDOWN.

London, July 16.—In the Sandown races, Eclipse stakes, mile and a quarter, Ayrshire won, El Dorado second, Scudwell third.

THE FRENCH NAVY.

Paris, July 9.—M. de Lanessan's interpolation on the condition of the French Navy being in the programme, the Deputies to-day made all possible haste to conclude the debate on the Military bill. The clauses left over from Monday were passed over without debate, and then, before the vote on the bill as a whole was taken, Baron Roille read, in the name of the Right, a declaration to the effect that the measure under debate, although greatly and advantageously modified by the Senate, contained the germs of grave dangers, both from a military and social point of view.

M. Pichot, speaking from the Extreme Left, said that the bill was not as good as it might have been had not the Senate made a finger in the making of it, and the necessities of the moment require that this measure should become a law, and those who thought with him would vote for it. The vote was then taken on the bill as a whole, 386 Deputies voting for and 170 against it.

M. de Lanessan now appeared in the tribune, primed with material for his attack on the Minister of Marine. The recent naval manoeuvres in the Mediterranean had, he said, furnished overwhelming proof of the insufficiency of the French fleet in those waters, and particularly of the inadequacy of the coast defences. What did the Minister propose to do to remedy this condition of things?

Admiral Kraatz, in reply, wondered where and how M. de Lanessan had obtained the data on which he had based his interpolation. The Minister said he had not yet received the reports of the admirals who had conducted the manoeuvres. What might be the nature of the reports it was probable that the rumors that had reached M. de Lanessan's ears were greatly exaggerated, and that there was a good deal less reason to suppose that the French naval defences were inadequate. None the less, continued Admiral Kraatz, with the Government convinced of the necessity of increasing the strength of the navy, the Chamber would probably not long be without a vote to extend 60,000,000 francs for that purpose.

These explanations did not satisfy M. Salis, who declared that the results of the recent naval manoeuvres had caused throughout the country a profound emotion. How the speaker intended to conclude his sentence history will never know, for the Left proceeded with such unanimity and good will that M. Salis thought the best thing he could do was to make way for another.

This was M. de Lanessan, who was as little satisfied with the Minister of Marine's reply as M. Salis. An immense amount of time had been lost, and Admiral Kraatz's promises were as vague as the excuses regarding the insufficiency of funds at his disposal were lame. France was rich enough to be able to strengthen her navy and the fortifications of new ports. As it was, continued the Deputy of the Seine, there were not sufficient cruisers, and not one of those was behind the age in speed and efficiency.

M. Tizard, president of the Council, took up arms in behalf of Admiral Kraatz, who he said, was overmastered. The Minister of Marine, all competent authorities agreed, had effected many important reforms in the navy. The Government was ready to give Admiral Kraatz the 60,000,000 francs which he required, and would, if necessary, appeal to the patriotism of the Chamber for this purpose.

The motion was opposed by M. Marnie, Mundell and H. Fowler, and Sir Richard Temple, and was supported by Sir Richard Webster, the Attorney-General, and Sir John Gorst.

The motion was rejected by a vote of 182 to 130.

TWO SUICIDES STARTLE THE PEOPLE OF BAVARIA.

Munich, July 14.—M. Bais, the secretary of the Boulanger committee at Marceilles, was killed in a duel M. Pierrot, an opportunist and editor of *Le Petit Provençal*, a Marseilles journal.

THE NEXT POPE.

London, July 14.—The Standard's Rome correspondent says: The Italian Cardinals oppose the suggestion of several foreign Cardinals that the election of an American Cardinal as Pope would tend to solve the Roman question. The Pope has asked three Cardinals whether it is advisable that the conclave should elect his successor by ballot at Rome or elsewhere.

THE CARDINALS' WEALTH.

London, July 14.—It has been more than once intimated on the part of the Government and newspaper that there has been no fear of producing the accounts of expenditures as regards the civil list during the reign of Queen Victoria. Her Majesty has been accustomed to keep close and accurate accounts, and she has given her consent to the production of these accounts from her accession down to the present period. It will be shown whether there has been any saving, and whether there has been an excess of expenditure on various items of the suite of Lady Acton.

The result of this disclosure, it is thought, will be to effectually silence that section of the radical party which has denounced the Queen for hoarding large sums of money out of the civil list, and it is expected it will prove that her Majesty has rendered most generous assistance to all members of her family who were in need of it.

On Monday the Committee on Royal Grants will hold its first meeting and all that has been decided by the radical party and more, will be decided, it is understood. It is held that the time has come when an end should be put to the extravagant attacks which have been made upon the government on account of the supposed wealth she has acquired.

The demands for the production of her will, for instance, which have come of late from various radical newspapers, have been met by the most forcible description, and it was probably felt by a majority of the Queen's advisers that the best way to treat them was to disclose the whole state of her Majesty's means, although her will remains, of course, her own property, just as is the will of her husband.

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A DISASTROUS COLLISION.

Paris, July 10.—The trial of the action of Wm. O'Brien against Lewisham for slander began to-day. O'Brien testified that he never invited to murder or robbery

statistics cannot fail to have an important bearing in considering the effect of the League organization on the alleged increase in crime.

THE PURCHASE OF AN ENTIRE VALLEY IN SWITZERLAND.

Manchester, July 10.—One of the big, most valuable ventures that has taken place for a long time is the purchase by Wright, Butler & Co. of the whole of the Avon valley, one of the most promising of the undeveloped mineral districts in South Wales.

Several attempts have been made to establish large works in the valley, and sixty years ago a company of copper miners of England founded a large concern for treating ore which they obtained from the neighbouring mines of Cornwall. Later the valley was taken over by a speculator, who eventually got into trouble with his creditors, with the result that the estate passed into the hands of a receiver in chancery, from whom it was taken by the Government. The German Minister at Bristol early in the year.

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The communication was the signal for the adoption of stringent measures for the security of travellers crossing the Swiss frontier, baggage being mercilessly searched and goods wantonly searched and delayed.

To-day's *National Zeitung* denies that these regulations are reprisals, and states that they are due to directions from the Imperial customs officials, uninfluenced by the Government. The Swiss central authorities, believing otherwise, direct travellers to proceed through Austrian territory.

The attitude of the Swiss Government

was evidently taken unawares, as she was strongly built, weighed 140 pounds, and could not have uttered a cry without being heard by the police. Jack adopted his old plan, except that in this case his right hand was placed over the woman's mouth and his left hand drove the knife into her neck, instead of vice versa.

The murder took place in Whitechapel, but a condition of fearful excitement, Whitechapel was crowded all day. People from all quarters flock to the scene. Stories of all kinds were every where.

The woman was identified. She did nothing worse than get a living on the streets, though she sometimes drank too much.

Nothing could more clearly indicate the cunning of the murderer than the selection of the locality. The alley is 200 yards long, dark and unbroken by a single wagon or jinrikisha, which formerly were stored in a yard. At the bottom is a network of streets, courts and alleys.

Castile alley has no residents to speak of, though it is a high-class workshop and a row of small houses.

Further evidence of the criminal's cunning and intimate knowledge of the locality is found in the fact that he was just on the boundary line of two police districts.

Whitechapel road is patrolled by constables from Leaden Hall, and the road is unbroken by any body who desired to injure the Irish in the eyes of the British public had placed two large dynamite machines within the precincts of the court, and out of this alleged attempt at outrage the *Evening Post* of London had made a sensational article, which said this incident indicated the danger which the court incurred and showed how easily the desperate enemies of England who recently testified before the commission could blow up the building.

Davitt, in an excited manner, asserted his belief that the affair had been planned by Le Caron and Houston.

Justice Hannan said he understood why Davitt should have a strong feeling in the matter, but he must take the proper course and make inquiries to prove his allegations. He himself regarded this as a silly boy.

The police are absolutely without a clue.

Inspector Reed stated that the police are doing all they can to find the murderer, but he must have known that an officer could come toward him only from the bottom of the alley, and his intimate knowledge of the locality and of police rules made his escape as easy as ever.

When it is remembered that in all the eight murders committed he has never once been seen by anybody, the five of them in Whitechapel can be understood, and the suspicion in some of the slums that he is invisible does not seem surprising.

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No. 8298.—AUGUST 13, 1889.

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES AND STEAMERS.

THE British Steamship PORT FAIRY, 2,539 Tons Register, CLARK, Commander, will be despatched for VANCOUVER, B.C., via NAGASAKI (through the Inland Sea), KOBE and YOKOHAMA, on THURSDAY, the 15th August, at Noon.

To be followed by the S.S. ABYSSINIA, on 23rd August, and S.S. BATAVIA, on 23rd September.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:— To Vancouver & Victoria (Mex.) \$210.00 To all common points in Can. \$275.00 and the United States \$320.00 To Liverpool \$325.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Complaint Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 14th August.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, August 1, 1889 1502

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLE, AND PORTS

OF BRAZIL AND LA PLATA;

LONDON, BAVRE AND BORDEAUX.

Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL, \$5,000,000 PAID-UP CAPITAL, \$2,500,000 RESERVE FUND, \$1,250,000

Board of Directors:

Hon. J. J. KESWICK, CHAIRMAN

Hon. C. P. CHATKE, Managing Director.

E. A. SOLOMON, Esq.

J. S. MOSES, Esq.

S. C. MICHAELSEN, Esq.

G. B. NORBLE, Esq.

LEE SING, Esq.

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THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE, ON LAND OR BUILDINGS; PROPERTIES PURCHASED AND SOLD

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICES, No. 6, Queen's Road Central.

A SHELTON HOPPER, Secretary.

Victoria Building, Hongkong, 3rd May, 1889. 844

INSURANCES.

QUEEN FIRE INSURANCE COMPANY.

THE HONGKONG & SHANGHAI BANKING CORPORATION LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the CALL of \$15 (FIFTEEN DOLLARS) A SHARE, due prior to the 28th February last, is now being made, and SHAREHOLDERS are requested to pay to the HONGKONG & SHANGHAI BANKING CORPORATION, on or before the 16th day of August next, the amount due from them.

GIBB, LIVINGSTON & CO., General Agents.

Hongkong, July 15, 1889. 1340

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Hongkong, March 30, 1889. 602

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Apply to YEE HING, No. 6, Wanchai.

Hongkong, July 16, 1889. 1386

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Hongkong, July 1, 1889. 1367

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(With Immediate Possession.)

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Merchant Vessels in Hongkong Harbour.

Exclusive of late arrivals and departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at

Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of theHarbour *c*. Vessels on the midways between each shore are marked *ab*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to North Point.

5. From North Point to Kowloon Wharves.

6. From Kowloon Wharves to the Naval Yard.

7. From Naval Yard to Rites Buildings.

8. From Rites Buildings to East Point.

9. From East Point to Kowloon Wharves.

10. Kowloon Wharves.

11. Jardine's Wharf.

12. From Kowloon Wharves to the Naval Yard.

Remarks.

Kloof Dock

Kloof Dock

To-morrow

15th inst.

San Francisco

Kloof Dock

Coast Ports

Coast Ports

To-morrow

Klang-pau

Klang-yung

Kowloon

Kowloon